

The Hong Kong Telegraph.

(ESTABLISHED 1881.)
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WEATHER FORECAST
FAIR.
Barometer 30.03.

October 16th, 1912, Temperature a.m. 75, p.m. 74; Humidity...77, 66.

October 16th, 1911, Temperature a.m. 73, p.m. 75; Humidity...52, 55.

No. 8919

戊戌初九月壬子

THURSDAY, OCTOBER 17, 1912. 四月廿

庚十七月廿九日

\$36 PER ANNUM
SINGLE COPY 10 CENTS.

TELEGRAMS.

THE BALKAN CRISIS.

TURKEY IGNORES NOTES.

Reuter's
[Service to the "Telegraph."]
London, October 16.
A message from Reuter's correspondent at Constantinople states that the Turkish Government has decided not to reply to the Note of the Confederacy or to the Greek ultimatum.

UNWORTHY OF REPLY.
The Porto explains that the Bulgarian and Servian Notes are unworthy of reply. It hopes that its efforts in the direction of peace will be appreciated by the Powers, to which these small States have also shown a lack of deference.

TURKS v. SERVIANS.

Reuter's correspondent at Belgrade wires that it has been officially announced that the fighting at Kistovatz ceased on the night of the 14th instant without further loss to the Servians.

ANOTHER SURRENDER.
Reuter's correspondent at Belgrade wires that the fortress of Houm, the last between Tuzi and Scutari, surrendered to the Montenegrins yesterday evening. The Garrison included 62 officers.

GERMANY HOPEFUL.

Later.
Herr Kiderlen Waechter, Foreign Minister, speaking in Berlin, reiterated German official confidence that the war will be localised and that the Powers will co-operate in the most friendly manner in the work of rebuilding after the termination of hostilities.

THE EUROPEAN CONFERENCE.

M. Poincaré, the French Premier, has made no final proposals for the proposed European conference. At the present time he is mainly anxious to preserve the continuous contact of the Powers and only hints at the conference vaguely as being ultimately serviceable.

The idea of the conference is viewed coldly in Berlin, as being inopportune.

Later.
The Powers generally are prepared to acquiesce in the suggested European conference when the time comes.

TURKEY'S WAR PLANS.

Reuter's Constantinople correspondent states that news has arrived by an indirect route, and has escaped censorship, to the effect that two battleships and two cruisers have lost the Dardanelles for the Bosphorus. It is believed that the Government plan is to throw an Army of invasion on the Bulgarian coast. Many transports are available and troops are awaiting shipment at all the Black Sea ports.

The military preparations are proceeding most vigorously and the three points of concentration are Adrianople, Kerk and Kiliassol.

CHRISTIAN SOLDIERS.

Reuter's correspondent at Lulehburga states that the question of the employment of Christian soldiers has been solved by using men from the garrison in Asia Minor.

BRITISH CABINET MEETS.

A prolonged meeting of the British Cabinet has been held mainly for the purpose of considering the Balkan question.

THE TIME FOR MEDIATION.

A strong feeling prevails in diplomatic circles in London that the time for some form of mediation will be possible within a few weeks after the first decisive battle between Turkey and Bulgaria.

BRITISH RED CROSS APPEAL.

London, October 17.
Baron Rothschild, on behalf of the British Red Cross Society, appeals for a special fund to succour the belligerents in the Balkan war.

TELEGRAMS.

GERMAN AMBASSADOR.

APPOINTMENT TO LONDON.

Reuter's
[Service to the "Telegraph."]
London, October 16.

Reuter's correspondent at Berlin states that Prince Lichnowsky, a member of the Prussian Oberhaus, has been appointed Ambassador to London in succession to the late Baron Marschall von Bieberstein.

The new Ambassador retired from diplomatic when he succeeded to his title. He has been an advocate of Anglo-German amity.

HOME RULE DEBATE.

A PEACEFUL DAY.

London, October 16.
The first day of the Home Rule debate was peaceful in the extreme, and the "guillotine" fell at the appointed hour without incident.

THE CHINESE REPUBLIC.

CHINESE PURSUE TIBETANS.

From Chinese Sources.

Peking, October 16.
All the posts on the borders between Tibet and Szechuan which were occupied by the Tibetans have now been retaken by the Chinese troops. The latter are entering into the interior of Tibet, and the Tibetan bandits are now fleeing in all directions.—"Shat Po."

ROYAL ADVICE.
Shanghai, October 16.

The ex-Emperor Dowager has written to President Yuan that Chiu Pingkwan should remain as Minister of Internal Affairs in addition to the Premiership. The Committee of the Chinese Chamber of Commerce in Peking has petitioned similarly.

DRESS DICTION.

Chau Chee-chai, Governor General of Shan-tung, and Chang Chun-fong, Governor General of Honan, have telegraphed to the Central Government opposing the adoption by the State Council of a form of dress which shows a distinction between the officials and the public. They also oppose the idea of the members of the State Council using woollen goods for cloth material, as the Governor General are of opinion that this will induce the people to use foreign cloth. They insist on the use of cotton and silk woven articles.

WANTED BY DR. SUN.

Wan Ping-chu has resigned from the Commissionership of Foreign Affairs in Nanking, and has been invited by Dr. Sun Yat-sen to assist him in the railway scheme.—"Shat Po."

CENTRAL AUTHORITY.

Peking, October 16.
The Ministry of Foreign Affairs has telegraphed to the Governors General of the various provinces that the Central Government will assume sole power in conducting provincial diplomatic matters.

WORK OF UNEMPLOYED.

The Ministry of Internal Affairs has telegraphed to the Governors General of the various provinces urging them to establish factories so as to accommodate the unemployed.

CANON PROPOSAL.

UNPOPULAR.
The Ministry of Finance has strongly opposed the proposal of the Governor General of Canton to raise a sum of \$5,000,000 with the land tax security. However the Canton will not give its decision on the matter until the State Council has considered it.

TELEGRAMS.

CESAREWITCH STAKES.

AN OUTSIDER WINS.

Reuter's
[Service to the "Telegraph."]
London, October 16.

The race for the Cesarewitch Stakes, run at Newmarket to-day, resulted as follows:

Warlingham (Clout) 1.
Tootles (Piper) 2.
Winthorpe (Lelou) 3.

Eighteen run; won by three lengths, second and third separated by three-quarters of a length. Other starters:

Fullardine (Woolton); Mushroom (Maher); Benedictin de Soula (G. Stern); Clarendon (Earl); Balscadden (Clark); Galfron (Robinson); Cherry King (Jelliss); Bathshea (Foy); The Fort (Trigg); Equitable (Whalley); Donnithorne (Robbiss); Bryony (Marsh); Let's Pride (Longhurst); Crown Jewel (Kingsteed); Candy Tuft (Barber).

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THE RACE.

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COMPULSORY CADET TRAINING.

Sir Ian Hamilton's Advice.

General Sir Ian Hamilton delivered his address as President of the Birmingham and Midland Institute on September 24, says the "Times." Taking for his object "National Life and National Training," he advised a concentration of effort upon compulsory cadet training in all schools, public and private. The cost of the military training of 75,000 boys between the ages of 12 and 14 would be, he said, £30,000 a year, which must be provided by an amendment to the Education Act.

After speaking of what education is actually doing; how it concentrated itself upon the selfish side of the intellect, leaving the development of character, communal spirit, and physique to the influence of unrecognized agencies, Sir Ian submitted the idea that we should revise our educational methods and aims so that when we sent boys to school it should be the object to stamp upon their plastic minds a unifying principle of life-to-mbody twin conceptions. A conception of the State in peace, and of the everyday duties of a citizen. A conception of the State in danger, and of the last ultimate duty of a citizen.

He urged them to press for compulsory cadet training in all schools, public or private. The majority of the voters wanted it, and they ought to have their way. Whereas the race with which education had hitherto been served was "be clever and you will become rich, be rich and you will become happy," the new cult would start from the axiom, that it was only by the strength of a State that the well-being and happiness of its members could be secured. The outward and visible signs of the compulsory cadet system he placed in the following order:—Discipline, self-restraint, good manners, cleanliness, physical development, some useful military aptitudes, including powers of command amongst the cadets, non-commissioned officers, Judge by the Natal analogue, there was no danger that militarism, or the bastard child Jinglism, would emerge from any compulsory cadet scheme established among Anglo-Saxons.

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TELEGRAMS.

MR. ROOSEVELT.

A MARVELLOUS ESCAPE.

Reuter's
[Service to the "Telegraph."]
London, October 16.

It has been decided not to prosecute for the bullet in Mr. Roosevelt, which has grazed his liver and lungs.

His escape is regarded as marvellous, and is largely due to his magnificent physical condition. Tetsusus antitoxin has been injected.

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MAJESTIC RESPONSE.

London, October 16.
At the second dinner held at Grosvenor House on behalf of the Imperial Fund to prosecute the Tariff Reform campaign, £60,000 was subscribed.

BRITISH ATHLETIC TROUBLE.

Runners Decline to Compete when Bookmakers are Barred.

There are weighty difficulties to be overcome before England will take that prominence in international athletics which the natural ability of the island's athletes would allow, says the London correspondent of the "Evening Post." The controversy over the lessons of the Olympic games has shown the wide difference of opinion which exists in this country. One would expect unity in a crisis, but such is far from being the case. One party thinks we should withdraw from the games because they consider our opponents' ideals of amateurism are not up to ours. One could feel sorry for such poor sportsmen were it not for the loss of prestige to the Empire through such people.

Fancy talking about England's high ideals of amateurism to people who witnessed the behaviour of some of the English runners at Stockholm. Some of our runners think far more about winning a prize than the honour of representing their Empire at the Olympic games. Recently at Holmfirth, a number of runners returned to the dressing tent and declined to compete unless the bookmakers were allowed to ply their calling. A number of bookmakers then interviewed the officials and pointed out that sports were being ruined through the stoppage of betting. This is new, and merely illustrates what the writer alone has advocated for years, viz., that the giving of money prizes would be the salvation of amateur athletics by weeding out a big proportion of the athletes now competing for prizes.

Mixed Class of Amateurs.

While we have such a mixed class competing as amateurs, it is only to be expected that the public schools and varsity athletes will not be very eager to support open competition. They are often assailed for adopting a seemingly snobbish attitude, but the writer thinks this is unfair to them. Varsity sportsmen, as a body, do not mind playing with or against the labourers, as instances by Oxford taking part in the southern

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TELEGRAMS.

THE MINE DISASTER.

HOPES OF RESCUE.

Reuter's
[Service to the "Telegraph."]
London, October 16.

A message from Launceston (Tasmania) states that 17 bodies have been recovered from the North Lyell mine, and the rescuers have ascertained that 51 miners are still alive on the thousand feet level, which it is hoped will be reached shortly.

Twenty-eight men are still missing.

MORE RESCUES.

Reuter's
[Service to the "Telegraph."]
London, October 16.

Fourteen miners have been rescued from the thousand feet level, where there are still 37 alive. There are 41 known to be dead at the 850 feet level.

LATEST DETAILS.

Reuter's
[Service to the "Telegraph."]
London, October 17.

Reuter's correspondent at Launceston wires that 37 men from the thousand feet level have been brought up scathless, and ten bodies have been found at the 850 feet level. There are seven men missing.

THE DEATH-ROLL.

Reuter's
[Service to the "Telegraph."]
London, October 17.

It is understood that the Turco-Italian Peace Treaty includes the immediate withdrawal of the Turkish troops and the Italian evacuation of the Aegean Islands. Italy pays an annuity as indemnification for Crown Lands and payment of a share of the public debt. The Treaty also provides for the retention of the judicial jurisdiction of the Sultan over Mesopotamia; and an amnesty for the islanders who revolted.

It is expected that the treaty will be known as the Treaty of Lusanne and will be signed at the end of the week.

ITALIAN SOVEREIGNTY.

Reuter's
[Service to the "Telegraph."]
London, October 17.

Notice



FINEST OLD DUTCH GIN & LIQUEURS.



FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts
INCLUDING DUTY.SAMPLE BOTTLES FREE
LIQUEUR GLASSES

GRATIS

to regular buyers on application
to the

SOLE AGENTS FOR SOUTH CHINA.

MACEWEN, FRICKEL & CO.,

4, DES VOBUX ROAD

Diss Bros
FAMOUS

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. 48

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVERLAND," America's Best, a THOROUGHLY HIGH CLASS, well finished car, at a moderate price.

Sole Agent
DRAGON CYCLE DEPOT.

Entertainment

TWO NIGHTS ONLY.

THEATRE ROYAL

October 18th and 19th.

the musical play

"THE COOK"

AN IDYLL OF THE PEAK

By

Lieut. R. M. CROSSE,
TO BE PRECEDED BY A
GRAND VARIETY

ENTERTAINMENT

Doors open 8.45, Commence 9.15

Reserved Seats \$3.

Unreserved \$2, and \$1.

Soldiers and Sailors in Uniform
50 Cents.

Entertainment

THEATRE ROYAL

HONGKONG.

25th and 26th October, 1912.

A PAIR OF

SPECTACLES

By

SYDNEY GRUNDY

WILL BE PRESENTED BY

THE HONGKONG

Stalls \$3.

Dress Circle \$3

Pit 50 Cents.

Booking opens at

The Robinson Piano Co.

on WEDNESDAY, October 16th,

10 a.m.

HONGKONG, 10th October, 1912.

7.30 p.m.

HONGKONG, 11th October, 1912.

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HONGKONG, 19th December, 1912.

7.30 p

GENERAL NEWS.

Annexation of South Manchuria.

The "N. China Daily News" Tokyo correspondent writes:—The Tokio "Nichi-nichi Shimpo" quotes an authority on things in Manchuria as saying that two or three influential persons in Manchuria have, of late, been intimating their desire to see South Manchuria annexed by Japan. They are reported to have been agitating to present a petition to the Japanese authorities asking for the annexation of South Manchuria, according to the example of the now defunct Ichin Society, which agitated for the annexation of Korea. They hold that now that the Manchu dynasty has been overthrown in China, they are now citizens of the rulers in Peking and prefer to owe their allegiance to the Japanese sovereign rather than be protected by an ruler.

Improved Conditions for Prison Warders.

Long agitation on the part of prison warders for improved conditions of service has at last borne fruit says the "Manchester Guardian". All men employed in convict prisons are to receive an increase of £10 a year in salaries. In local prisons the rules provided for twelve hours of duty a day, which will now be reduced to nine. The new rates of pay will be 8s. 6d. a week in the provinces and 11s. in London. The present allowance for warders living outside the prisons will be increased by 2s. 6d., and other minor grievances have been removed. In the case of wardresses, however, nothing has been done, though there have been a large number of resignations owing to unpleasant duties arising from the imprisonment of suffragettes.

Diesel Oil Engines.

The production of Diesel oil engines on the Clyde is to be jointly undertaken on a large scale by Messrs. Harland and Wolff and Messrs. Burnside and Wain, of Copenhagen. This combination is the outcome of a visit which Lord Pirrie, the head of Harland and Wolff, paid to Messrs. Burnside and Wain's works in the summer, and also of his inspection of the East Asiatic Company's liner Fiona at Kiel. The new Clyde industry will be developed with all possible speed.

Shorthand Record.

In a contest held at New York, on August 23, Nathan Behrman, official stenographer for the New York Supreme Court, broke the world's record for speed in writing shorthand by taking on an average 273 words a minute. The previous record has been 200 words a minute. Behrman also made a world's record for accuracy, his work being 97.310 per cent. correct. Twenty-one writers, of whom only five qualified, entered the contest.

New York Rubber Awards.

The medals offered by the Rubber Growers' Association, at the New York Rubber Exposition, have been awarded as follows:—Gold medal, Highlands and Lowlands Para Rubber Company, Limited; (reported in the "Telegraph" last week) silver medal, Rosenthal Teanad Rubber Company, Limited; bronze medal and highly commended, Malayan Rubber Loan and Agency Company, Limited; commended, Madagedora Estate, Kulutur.

Cinematograph and Business.

By way of showing the adaptability of moving pictures, invented primarily for amusement, to the needs of business a plan is adopted by an American powder concern which has equipped one of its salesmen, travelling in Argentina, with a moving picture film, showing the use of dynamite in clearing land, blasting rock, etc., in the United States. When the salesman is endeavouring to interest a customer, he simply invites him to view the film at one of the moving picture agencies. This idea might be adopted in a good many other lines.

Chicago's Thermometer at 94.

Chicago, Sept. 6.—Chicago's hot wave raised the mercury to 94 degrees yesterday, within one degree of this year's record. It was the hottest September day in fifteen years, according to the records of the United States Weather Bureau.

Three deaths and eleven prostrations were reported. A light breeze brought some relief late

THE CLARA JEBSEN

Skipper fined for Carrying Excess Passengers.

At Singapore on the 6th inst, before Mr. Firman, first magistrate, Captain A. E. Ulmer, Skipper of the steamer Clara Jebsen, which arrived in Singapore on October 6, from Amoy, was charged with carrying 59 passengers in excess of the number allowed by her license, granted by the emigration officer at Amoy. The captain pleaded guilty. Captain A. J. Coleman, Deputy Master-Attendant, was present in court to watch proceedings on behalf of the Master-Attendant, and Court Inspector Ambrose prosecuted.

E. Edwards, senior boarding officer, said that on October 6, he went on board the Clara Jebsen. He asked for the immigration certificates and list of passengers that were issued from Amoy. The captain gave him a list counted by him on board and, shown the list, witness said it was the one he received. That list worked out nearly the same as what he (the witness) found on board. Witness had the passengers counted in tallies of ten. He did not know if the captain was present while the counting was going on. He found 826 men, 47 women and 74 children, (which was reckoned as 33 adults) also 6 infants, who did not count, making a grand total of 910—an excess of 60 over the stipulated licensed number of 851. The captain on being questioned said he could not account for the difference. (witness) believed the former deck passenger from Amoy to Singapore was \$7.

On being asked by the magistrate whether he would like to say anything, the defendant replied that he could not account for the excess. He found out that there was an excess two days before his ship reached Singapore. He did not take any special steps to prevent any unauthorised persons from coming on board at Amoy. The charterers of the vessel at Amoy were Messrs. Pasogadi & Co., a German firm. Inspector Ambrose at this stage told the magistrate that he had been requested to ask for a heavy penalty owing to the frequency with which seafarers were arriving with excess of passengers.

The magistrate, in giving judgments, said that the charterers were much to blame in the case, but that he could not exonerate the captain owing to the fact that he had been twenty years in these parts, and should know that breaches in the law in that respect were very serious. He fined the captain therefore \$50, and in addition ordered him to pay \$8 for every passenger carried in excess of the licensed number, which would come to \$472 or \$522 in all, together with costs. The maximum penalty the magistrate pointed out, was \$100 fine, plus \$10 for each passenger in excess.

FOR PHILIPPINE FREEDOM.

Washington, September 9.—Manuel L. Quezon, resident delegate and commissioner from the Philippines, on leaving Washington yesterday for Manila, stated that the question of Philippine independence will certainly come before Congress early in its next session.

"I have a written promise from Representative Henry, chairman of the House Rules Committee, Mr. Quezon is quoted as saying, 'that a resolution for the early consideration of the Jones bill will be introduced soon after Congress meets. I have no doubt that the bill will pass the House, but I doubt if it passes the Senate.'

The Jones bill provides for independence for the Philippines in 1921.

Mr. Quezon has been engaged in a little controversy with Brig. Gen. Frank McIntyre, chief of the Bureau of Insular Affairs, over the alleged political activity of Father Finnegan, of Manila, at the Baltimore Convention.

Mr. Quezon resents the "dictation" of the War Department in interfering with his work in connection with Philippine independence. The controversy arose because of the rumor that at Baltimore, Father Finnegan had endeavoured to persuade a Filipino delegate not to advocate Philippine independence.

RUSH OF EMIGRANTS.

Ships to Australia Full up Until December.

The possibilities of Australia as a land of promise are just now exerting a very potent fascination for English emigrants, says the "Daily Mail", with the result that there is not steamship accommodation to meet the great demand for passages.

Between now and December, a period of about four months, a total of 27,500 emigrants will leave England for Australia.

Under the State-aided scheme of the Commonwealth Government, thousands of settlers who are already doing well in the Antipodes are nominating their relatives still in England as suitable persons for assisted passages, and the consequence of this and other inducements to emigrants to choose Australia as their new home has been an astounding increase in the number of Australian passengers.

Ships at present in service are quite inadequate to take all the people to Australia who desire to go. It is now practically impossible to book a passage before the end of the year.

This lack of shipping facilities has an important Imperial significance. Good, potential colonists, unable to go to the land of their desire under the Union Jack, are emigrating to places in South America and elsewhere and are thus lost to the British Empire.

Lack of Steamships. The Agent-General for South Australia (the Hon. A. A. Kirkpatrick) said recently:

"The progress of the Commonwealth is being seriously jeopardised. We cannot get people away to Australia. Thousands of emigrants are anxious to go, and we cannot get them passages. They are people who have been recommended for the State-aided passages by their friends in Australia, as they represent the best class of emigrants. There is a long delay before they can get away, and the result is far too often a loss of those desirable citizens to the British Empire. They go to Argentina or somewhere like that instead of to Australia. It is a matter which the Imperial Government should take up."

The Chief Emigration Officer of the New South Wales Government in London was even more emphatic. "I want at once 3,000 berths and I cannot get them for love or money. I cannot get an ordinary third-class passage before the end of December. I have tried to get three special vessels to take out a thousand passengers each, but it is impossible to obtain them. Australia is losing this year tens of thousands of the most desirable class of British settler. And often it is my experience that they are lost to the Empire."

"Shipping agents got disgusted and say to applicants, 'Oh, it is no use your talking about Australia, you must go somewhere else.' No third-class passenger to-day who walks into a shipping office in London with the money in his pocket can get a passage to Australia before December.

First "Boom" For Fifty Years.

"This is a most critical time for Australian emigration. We are just at the crucial point of a 'boom' in Australian emigration. It is the first time in fifty years we have had one. It has been growing for four years, but the shipping companies have been sceptical of its possibilities and of its permanence. They have shown a deplorable want of faith in the countless possibilities of Australia.

"I have a written promise from Representative Henry, chairman of the House Rules Committee, Mr. Quezon is quoted as saying, 'that a resolution for the early consideration of the Jones bill will be introduced soon after Congress meets. I have no doubt that the bill will pass the House, but I doubt if it passes the Senate.'

The Jones bill provides for independence for the Philippines in 1921.

Mr. Quezon has been engaged in a little controversy with Brig. Gen. Frank McIntyre, chief of the Bureau of Insular Affairs, over the alleged political activity of Father Finnegan, of Manila, at the Baltimore Convention.

Mr. Quezon resents the "dictation" of the War Department in interfering with his work in connection with Philippine independence. The controversy arose because of the rumor that at Baltimore, Father Finnegan had endeavoured to persuade a Filipino delegate not to advocate Philippine independence.

Three deaths and eleven prostrations were reported. A light breeze brought some relief late

Prepaid Advertisements.

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TO LET.

TO LET. Houses in Austin Avenue, Kowloon. Immediate possession. Apply A. Raymond, c/o S. J. David & Co., Hongkong. 1st Oct. 1912. [712]

OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITBWAY LADLAW & CO., LTD. Entrance from Des Voeux Road Electric Lift to all floors. Electric Light throughout.

The plan can be seen and all particulars obtained at the Offices of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong. 30th Sept. 1912. [708]

M OUREENAGH, 21 The Peak, for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong. 3rd Sept. 1912. [689]

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong. 18th Aug. 1912. [588]

TO LET on 2nd Floor No. 2, Foster Street. One room. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong. 22nd May 1912. [581]

"The population of New South Wales this year will increase by at least 40,000 by immigration. We have assisted 20,000 British people to go there, against 11,000 last year. The number of emigrants to Australia in the past five years from this country is roughly as follows:

1908.....30,000 1910.....60,000
1909.....50,000 1911.....80,000
But for 1912 the number will be quite 100,000, berths having been booked to the end of the year. At might have been nearly double if the ships had been available.

"So serious is the matter that I am thinking of approaching the British Government to see if they will put some of their transports at our disposal for emigrants. Otherwise there is no doubt whatever that either the Australian or the New South Wales Government will shortly consider seriously the question of building ships of their own for this service."

Mr. MacLaren, the Victorian Emigration Commissioner in London, states that on an average thirty farmers a month with a capital each of over £100 go to Victoria from England. "We shall be sending to Victoria this year altogether," he said, "1000 domestic servants, and have sent 600 female factory workers. We have had no difficulty in finding just the right class of people. Twelve hundred artisans, principally in the building trades, have gone to Victoria this year. I have arranged to fill 16,000 berths in emigrant ships to Victoria during 1912, and am trying now to get 4,000 more."

"Shipping agents got disgusted and say to applicants, 'Oh, it is no use your talking about Australia, you must go somewhere else.' No third-class passenger to-day who walks into a shipping office in London with the money in his pocket can get a passage to Australia before December.

Kwangtung Government Budget for Next Fiscal Year.

The appropriations asked for the next fiscal year by the different departments and offices of the Kwantung Government are now under investigation at the Finance Department, and are expected to be fixed by early November. Mr. Royana, Director, will then go up to Tokyo with these estimates to submit them to the approval of the various Departments of the Central Government concerned, before the forthcoming session of the Imperial Diet.

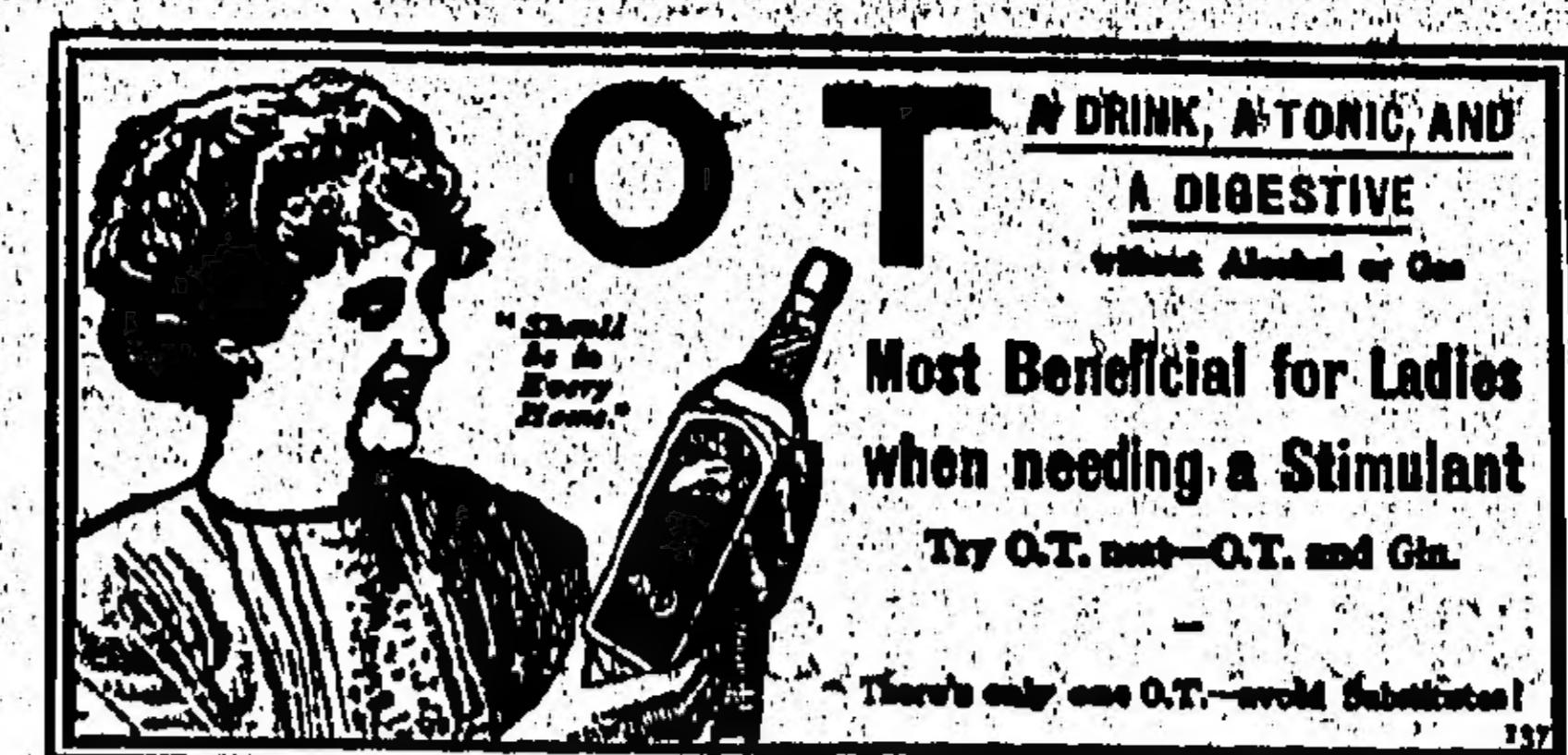
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HOW TO DRINK O.T.

Add a small quantity of O.T. with crushed ice if desired, to any aerated beverage to improve the flavour and form a blend that is most grateful and more powerful in allaying thirst. A small quantity of O.T. improves the flavour of whisky or gin in a remarkable manner and lessens the intoxicating effects.

A MORNING PICK-ME-UP:

O.T. is invaluable as a morning "Pick-me-up." O.T. and Hirano will be found a satisfactory 'Square-up.' It is wise to always keep a bottle in the home.

GARNER OUELCH & CO.

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FOR HONGKONG AND SOUTH CHINA.

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Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood-Work.

Hydraulic & Pneumatic Tools, installed throughout the

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TAIKOO DOCKYARD, HONGKONG, LTD.

GRAVING DOCK

787 ft. by 88 ft. by

54 ft. 6 in.

Pumps empty Dock in

2½ hours.

THE 235 ft. PATENT SLIPWAYS taking vessels up to 8,000 tons displacement, providing conditions for raising ships with most efficient results.

100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CHAINES TRAVELER, THE SHOT RAMPS up to 1

WATSON'S E VERY OLD LIQUEUR.

SCOTCH WHISKY.

A BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 80 Years WATSON'S 'E' has maintained
the reputation of the FINEST SCOTCH
WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.

29

NOTICE TO SUBSCRIBERS.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—

Daily issue—\$36 per annum.

Weekly issue—\$13 per annum.

The rates for quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to set the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, OCTOBER 17, 1912.

A SUGGESTION TO THE AUTHORITIES.

It is to be regretted that up till the present, and despite the undeniable urgency of the matter, nothing has been done—nothing appears even to have been suggested in the proper quarters—towards relieving the over-crowding in Victoria Gaol. We have touched on this question more than once of late in these columns; alike directly, in the way of recommending outside work for prisoners, and indirectly by making public certain facts concerning the conditions under which warders in the prison serve. It is, unhappily, too often necessary in Hongkong, in great matters and in small, to insist time and again on the need for energetic action before sluggishness is removed and useful work commenced. Alike in some aspects of work and of recreation, a curious lethargy appears to press heavily upon the Colony. Thus it is that, where in some cities attention drawn to a grievance would see it speedily removed, in Hongkong it is necessary to return to it quite often. More hints are of no avail when the authorities have to be roused at times.

It has been suggested here before that the congestion in the gaol, since it cannot be removed with sufficient expedition by adding to the building, could be relieved if prisoners were forced into chain-gangs and put to outside work more necessary and more remunerative than useless crank-turning. The suggestion is repeated and amplified now because we see in it a possibility of at least one valuable and necessary bit of work being done. Why not have Jubilee Road completed by means of prison labour? Originally, as many readers will remember, it was intended to make this a road running round the island and thus finely commemorative of a great event which is recalled in its name. But ambition leapt ahead of the reach of the public's purse. Subscriptions did not realise the considerable amount necessary for the work, which still remains uncompleted. It is not at all a matter of pride to the Colony that, having embarked on a scheme of this kind, it should have failed, during all these years, to have found some means for having it carried out.

In the suggestion to have the road completed by means of prison labour will be found the easiest and cheapest method of making Jubilee Road encircle the island, as was originally intended. It will also be a simple and far from costly plan for relieving prison over-crowding for some time to come. Either result would justify the experiment; the fact that it secures, so simply, a double purpose is surely sufficient to justify it. The prisoners could be housed either in a number of small huts set inside a stockade, or in one long building arranged barracks fashion. In either case, and with Indian soldiers anxious for work of some kind, an efficient guard could be provided. There would always, to be sure, be the likelihood of a prisoner or two trying to escape, but that possibility exists to-day. And even though an odd prisoner did win his way clear, has a similar happening not been chronicled, twice of late, concerning the gaol itself? As matters stand prisoners are being released, in considerable numbers, before their sentences have expired, so that the escape of an odd prisoner would be no very serious matter, and that there would be the chance of an occasional runaway is no valid argument.

Here, then, without trouble and at trifling cost to the Colony, is a means at once for relieving gaol pressure and completing a useful public work. We ask no more than that the suggestion should be fairly considered. Given that and we do not doubt that it will be adopted.

DAY BY DAY.

We are created for a life of reciprocity.

Steerage Passengers.
By the Empress of Japan 498 Chinese steerage passenger arrived to-day.

To Land a Corpse.
The s.s. Bucephalus, from Java, reports having called at Amoy to land a Chinese corpse.

St. John Cathedral.

A meeting of the seat holders and subscribers of St. John's Cathedral will be held in the City Hall to-morrow afternoon.

Leaving for Swatow.
Mr. Stephenson Jellie, of the Chinese Customs, is, we learn, about to leave for Swatow where he will remain for some little time.

Arrivals.

By the s.s. Empress of Japan there arrived to-day Major S. K. B. and Mrs. Rice, Lieut. and Mrs. Reynolds. Lieut. Palmer arrived from Shanghai by the s.s. Linan.

Three Months Hard.

A man who endeavoured to obtain \$72, worth of lilyseed by false pretences, was sentenced to three months hard labour, by Mr. E. A. Irving, at the Police Court, this morning.

Watch Thief.
A sentence of one month and four hours stocks was passed by Mr. O. D. Melbourne, at the Police Court this morning, on a man found guilty of the larceny of a watch and a jacket at Wan-chai.

Selling Opium Dress.

Two Chinese were charged at Police Court, this morning, before Mr. O. D. Melbourne, with selling opium dress without a licence. One was fined \$100 or in default six weeks, and the other \$3 or in default seven days.

Hotel Robbery.

In connection with the alleged robbery at the Hongkong Hotel, reported in the "Telegraph," last night, the police report that they have been acquainted with the matter but no arrests have been made.

Cruelty to Pigeons.

Sergeant Lee charged a man at the Police Court this morning with cruelty to pigeons. It was stated there were twenty-four birds in a basket that was so small as to compel the pigeons to stand one on top of the other. Mr. Irving fined the defendant \$3.

Weather Reports.

The s.s. Empress of India, which arrived in port to-day, reports experiencing strong N.E. gale and heavy seas through the Formosa Channel. The s.s. Bucephalus reports heavy weather from N.E. from Luzon to Amoy, and fair weather thence to port.

Lottery Tickets.

Two men were charged before Mr. O. D. Melbourne, at the Police Court, this morning, with being in unlawful possession of lottery tickets at Wan-chai. The second man was discharged and the first fined \$50 on default two months with hard labour. Inspector McHardy prosecuted.

Small Fire.

A small fire is reported as having broken out in Yau-mati about 9.30 last night. It is stated that a kerosene cooking stove somehow set fire to a mosquito curtain in one of the cubicles of a dwelling house. By the efforts of the police and the inmates the flames were extinguished before any great damage was done.

North China Insurance Company.

The report for presentation at the meeting of shareholders of the North China Insurance Company Limited, on 29th October states that after deducting an interim dividend of 10 per cent, aggregating Taels 37,200.30 paid on 1st May last, there remains a sum of Taels 140,130.93 which the Directors recommend should be appropriated in the following manner:—A Final Dividend of 10 per cent. on the Paid-up Capital, making 20 per cent. for the year. A Bonus of 15 per cent. upon Contributory Premiums; Taels 30,000.00 transferred to Silver Reserve, bringing that Fund up to Taels 370,000.00. And the Balances to be transferred to Underwriting Reserve Account, closing the Account for 1911.—The Balance at credit of Working Account to 30th June amounts to Taels 224,655.96.

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THE DICTATORS.

Interesting Argument in the Deed of Trust Case.

This morning the end of the argument in the case of the originating summons on the construction to be placed on the deed of trust in connection with the Zoroastrian Charity fund of Hongkong Canton and Macao was completed except in so far as a few additional remarks might be made by Mr. Jenkin, who explained that his solicitor, Mr. G. K. Hall Brattton, who was to have consulted with him after yesterday's hearing, had taken ill. Mr. Jenkin explained this to the court and permission was given him to mention any other matters in Chambers on Saturday morning.

Mr. Eldon Potter. addressing the court on behalf of the plaintiffs said that before dealing with the questions specifically he would like to address a few general remarks to the court on his friend's contentions. His friend had said that they, the plaintiffs, were not dictators, but merely trustees and if his Lordship construed the deed in the way the defendant wished him to do the community would be the dictators and the trustees would be mere nonentities. The trustees, he submitted, were in fact the dictators—not in the bad sense of the word that they were tyrants—and could do anything provided that they did not do what they were told they must not do, and provided that they did the things which the rules told them that they were to do.

Left to their Discretion.

Everything was left to their discretion and in that sense they were dictators. They were to do their best, in their opinion, for the promotion of the welfare of the trust and so they were dictators providing they acted like reasonable men and provided they obeyed the rules which said they must not do something, they must do something, leaving other matters in their absolute discretion.

His friend, Mr. Jenkin, had said several times yesterday that these were matters for the community; pure questions of management. For instance when he came to deal with the point as to whether the question of the application to the court was negligence, or when he came to construe the question of absence, he said:—This is a question for the community.

His Lordship:—I don't think the question was whether application to the court was negligence, but the taking of counsel's opinion.

Mr. Potter:—If coming to court on negligence, then the taking of counsel's opinion, to avoid coming to court is not negligence. The matter was brought up because it had arisen on a vote of censure and the vote of censure shows how necessary it was for the trustees not only to take counsel's opinion but to come to this court and ask the opinion of the court as to the meaning of the rules.

A Vote of Censure.

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Mr. Jenkin:—If coming to court on negligence, then the taking of counsel's opinion, to avoid coming to court is not negligence. The matter was brought up because it had arisen on a vote of censure and the vote of censure shows how necessary it was for the trustees not only to take counsel's opinion but to come to this court and ask the opinion of the court as to the meaning of the rules.

Mr. Hall Brattton:—I do not think the question is whether the trustees were dictators or not, but whether they were trustees.

His Lordship:—I do not think the question is whether the trustees were dictators or not, but whether they were trustees.

Mr. Jenkin:—I do not think the question is whether the trustees were dictators or not, but whether they were trustees.

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CORRESPONDENCE.

The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph."

THE NAVY LEAGUE AND TRAFALGAR DAY.

To the Editor of the "Hongkong Telegraph."

Sir.—As a former Hon. Secretary and former President of the Hongkong Branch of the Navy League it has occurred to me and others to whom I have spoken to share that view—that it would be advisable to make Monday next, Trafalgar Day, the occasion for reviving the activity and energies of this Branch of the League.

The work of the local Branch was formerly divided into the following parts:

1. The distribution of the League Journal.

2. The collection of subscriptions from Members and Associates and the periodical remittance of a portion of our Funds to the Head office in London.

3. The devotion of a portion of our Funds towards local purposes connected with the Navy, and

4. The keeping of the Head Office posted as to our needs, from the point of view of Defence, on land as well as on sea.

Whilst the first two parts of the above work have been carried on, the third and fourth parts have been in abeyance during the past five years and it seems desirable to revive them, but here a serious difficulty comes in, namely, the securing of an enthusiastic Hon. Secretary who is willing to regularly devote some of his leisure time to the work, say an hour a week on the average.

A CHIEF STEWARD'S TROUBLES.

Some of His Woes Told by Himself.

[SPECIAL ARTICLE.]

"Annoyed—yes, and cross! I am supposed to be always cheerful, always complaisant, always ready to do what I can for passengers. So I am; but there is a limit to human endurance.

"I don't care if the Purser hears me in my lonely, forsaken plaint. I have no friends, and nothing but 'kicks' come my way. 'Am I worried?' you ask. 'No, but I'm dashed tired of such things as these, (and I'll eat the new white cover of my spring cap, if they are not true!)

"A passenger said to me the last trip:

"Now, just look here, I want to tell you your duties. The purser is a mere man—offices bred—and he's got nothing to do with the comfort of passengers. The Superintendent has probably promoted him, as a bright girl that would like a few weeks absent as a kind of vacation. So, the aforesaid purser gets slipped into the job.

"But I want to have you know that his worries are to your worries as a postage stamp is to a bathing suit!"

As the "Telegraph" representative was about to ask more questions, there came a knock on the door.

"Well?"

"Bea pardon sir, but some passenger has capped two of our new tablespoons."

"There you are,"—the chief steward continued.—"Just as I was telling you. First one thing and then another. That is why No. 1 for me, and I haven't begun to tell my story.

"What the devil will the Supo say—the Lord only knows!"

"When passengers come on board it is steward here, and steward there and 'where is the chief steward?'—until I get so sick and tired of their everlasting complaints that a shock ashore, anywhere—would look good to me.

"Why don't they bring me the champagne that I ordered?"

"Why isn't my fan turned on?"

"Why doesn't the steward answer the bell?"

"Why isn't my steamer trunk in my cabin?"

"Why doesn't the ship start?"

"Why am I in such an uncomfortable little room?"

"Why cannot I sit next to the Captain?"

"Why—why—why?—Nothing but 'why's'—the Chief Steward continued wearily.

"I must be the answer to a living question mark!"

"I have to see to all the luggage; I am responsible for all cabin troubles, and I have to see to it that no one, and nothing, is left on the wharf."

"All clear—we are off!"

"Then my troubles begin again!"

"Some first class passenger wants his room changed because he (or she) can smell cooking. I have to see what I can do—although every cabin is taken!"

"Next thing, a dear little fuzzy old lady in 36 wants to know if I will be sure to save her when the ship sinks."

"Of course I assure her that I will."

"Another passenger bursts into my office;—I won't stand a yowling baby in the cabin next to mine! It's an outrage and a shame that this company should carry babies on their ships, to the discomfort of everyone else!"

"What can I do in a case of that kind?"

"I told one man that he was a baby once, and he complained to the main office, saying that I had insulted him!"

"From the loss of silverware to the exigencies of a woman 'dying' in the throes of sun-sickness, I am held responsible,—and, believe me, the job is not one of these beds of roses that poets write about!"

Cholera in Tokyo.

The "N. China Daily News" Toyo correspondent, telegraphing on the 8th inst., stated that the number of cholera cases in Tokyo and neighbourhood was 100, and that the total number of cases reported in the whole of Japan was 1,000.

A BIG HAUL.

Police Secure \$11,250 Worth of Opium.

The police paid a surprise visit to the s.s. Loong Sung, yesterday, as reported in the "Telegraph", and were successful in finding opium valued at \$11,250 stored away under the water of the bilges beneath the engine-room.

Detective Sergeant Grant had charge of the investigation and at the instance of this officer three men appeared before Mr. E. A. Irving, at the Police Court, this morning.

D. S. Grant:—In this case, according to the General Ordinance, I propose to take them separately because they are going to give evidence one against the other.

The Helper.

Third defendant:—I was working during the night and someone told me to help him to work and I did; the opium does not belong to me.

Mr. Irving:—Did you know what was in your possession?—No, your Worship.

D. S. Grant:—If you take them together it would be more convenient perhaps.

Mr. Irving:—This man says he assisted to put it in?—Yes.

Are all the charges the same?—Yes.

Have you no evidence against these men except this?—That it was put there, and by men actually working there.—We have got the statements, your Worship.

We may as well try them all together?—Yes, your Worship; I am quite pleased to take them together.

The Owner of the Opium.

Second defendant:—The opium is mine.

Mr. Irving:—That is a plain of guilty.

Second defendant:—Yes, your Worship.

Mr. Irving:—You have nothing against the first defendant?

D. S. Grant:—Not sufficient against him.

Mr. Irving:—Do you wish to go on with the third one?

D. S. Grant:—I think we should your Worship, I think it is a very serious charge.

Second defendant:—Yes, your Worship.

Mr. Irving:—And withdraw the charge against the first defendant?

D. S. Grant:—Yes, as your Worship pleases.

Chinese detective 251 said that about eleven o'clock yesterday morning, he went on board the s.s. Loong Sung, along with the Sergeant and other officers. He went down to the bilges, under the coal bunkers, and found five big boxes. They were under water. He asked the other constable to give him a lift to get them out. The defendants said the things belonged to them. They were working on board.

Used a Spanner.

Mr. Irving:—Where were they?

Witness:—They are firemen.

Mr. Irving:—Come, where did you see them?—Near an iron door in the engine room.

Why did you suspect them?—From information received. The three defendants and another were working in the engine room.

By Sergeant Grant.—He had to use a spanner to get into the place where the opium was kept.

D. S. Grant gave corroborative evidence.

The No. 1 fireman of the ship said he opened the place for the police to look in; he knew nothing about the opium. The place was a receptacle for water which was used as ballast; it was near the donkey-engines. Third defendant was a donkey man. He saw the opium found by the police. That was after eleven yesterday morning. He opened the bilge with a spanner. The third defendant had no need to go where the opium was, in the course of carrying out his duties. There was only water for ballast kept in the bilge and he had no need to go there for anything.

A shipping clerk from Messrs. Jardine Matheson's deposed to the company having no knowledge of the opium being on board and to it not being listed by the company to go on board the ship.

Third defendant:—I did not know what it was. He simply lowered it down from the deck to the engine room with a rope.

Mr. Irving:—Do you mean to say you did not know it was not water?—No, I was

simply shouted at to attend to the rope and I did.

When was this?—The night before last.

Mr. Irving:—\$500 or three months' each. Opium to be forfeited to the Crown.

D. S. Grant:—Will Mr. Worship make an order for half the fine to go to the police for the informer?

Mr. Irving:—Half?

D. S. Grant:—Yes, half.

Mr. Irving:—Yes.

PAN-ISLAMISM IN INDIA.

Professor Vambery's Views.

Professor Vambery, in a letter to "The Times" says:—I corroborate the statement of your correspondent in India about the increase of Pan-Islamism in India and all over Asia. Yes, the increase is undeniable, but as to the origin and the real motives of that movement I beg to differ from your able correspondent. I fully admit that the recent aggression of Europe in Morocco, Tripoli, and Persia, as well as the sometimes quite unnecessary baiting against Moslems in our Press, have added much fuel to the long ago existing enmity and strained condition existing between the Moslem and Christian world.

Regrettable as these incidents are, they are only of secondary importance and have no permanent influence over the spirit of the Mahomedans in Asia.

If we seriously take our

ourselves to look after the proper

origin of the increasing Pan-

Islamic movement, we shall find

it in the spiritual awakening

and in the cultural progress

of the Mahomedans, whose

fraternal unity is as old as Islam

itself, for the Koran says, "Kulli

Muminin Ilaha" (All true be-

lievers are brethren). Not the

fraternity but the cultural awak-

ening is of a recent date, and

particularly the effort regarding

the cultural approach to our

Western world, which is shown

and supported by those Mahomedans who are educated under

foreign Christian rule, such as

the Tartars and your own Moslem

subjects in India. It was never

a great admirer of Russia, but I

must admit that the Tartars, the

Mahomedan subjects of the Tsar,

are taking a leading part in the

national awakening of the Turks.

Of course your own Indian

Mahomedans are a shining ex-

ample to Islam, and particularly

of his Highness the Aga Khan,

whose perfectly modernized per-

sonality is spoken of even in the

most distant corner of Islam.

A Far-reaching Mahomedan

Press.

I am sorry of intruding too

much upon your valuable space,

but I have to quote the way and

means taken by this cultural pro-

gress; and here I must point to

the comparatively young Maho-

medan Press, whose existence is

insufficiently known in Europe,

but whose influence is far-reach-

ing and has already become a

factor in the social and political

events of Moslem Asia. Daily

papers and monthlies are spring-

ing up like mushrooms and have

become already troublesome to

Russia, who had to check the over-

zealous advance of its Moslem sub-

jects, as I see from an interpellation

of the Sabreddin Makudoff,

the member for Ufa, made in the

Duma concerning the action of

the Russian Government in impris-

oning Tartar teachers and in clos-

ing Tartar schools and intention-

ally regarding the opening of them.

I am sure England will never be

in the position of imitating

Russia in this regard; she will

always maintain her position at

the head of enlightenment and

cultural progress of her Moslem

subjects, who openly avow that

it was a particular favour of Allah

to have placed them under British

guidance. England cannot and

will not change her line of policy,

and as long as the glorious flag of

liberty, justice, and toleration does

not drop from her hands I trust no

Pan-Islamic movement will shake

the foundation of her rule in In-

dia nor injure her interests all

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S.ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... Satur. Oct. 20 "Allan Line" ... Fri. Nov. 22
"E. of Japan" ... Nov. 16 "E. of Britain" ... Dec. 13
"Monteagle" ... Dec. 14 "E. of Britain" ... Jan. 10

All steamers leave Hongkong at 6 p.m.
To Victoria, P.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. Craddock, General Traffic Agent,
82 Corner Fodder Street and Poxa (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship
MANILA LOONGSANG Saturday, 19 Oct., 2 p.m.
TIENTSIN CHIPSHING Sunday, 20th Oct., D'light.
SHANGHAI CHOYSANG Squa, 20th Oct., D'light.
SHANGHAI, KOBE & MOJI FOOKSANG Tuesday, 22nd Oct., Noon.
SINGAPORE, PENANG & CALCUTTA KUTSANG Wednesday, 23rd Oct., Noon.
MANILA YUENSANG Saturday, 26th Oct., 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kut-sang," "Yau-ang" and "Fook-sang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Lai-sang" and "Kum-sang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking cargo on through Bills of Lading to Yangtze Ports, Chusan, Tientsin, Dalvi, Weihaiwei, Tsingtao & Newchwang.

† Taking cargo on through Bills of Lading to Kudat, Labad, Datu, Simpura, Tawau, Usukan, Jencol and Lubutan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Telephone No. 216. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For STEAMERS. DATE OF DEPARTURE.
LONDON, ROTTERDAM & ANTWERP DEN OF GLAMIS About 23rd Oct.
SHANGHAI, KOBE & YOKOHAMA DENBIGHSHIRE 27th Oct.
LONDON & ANTWERP FLINTSHIRE 14th Nov.

Does not carry passengers.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE, CANTON TO HONGKONG

THURSDAY, 17th OCTOBER.

10.00 p.m. "FATSHAN," 5.00 p.m. "KINSHAN."

FRIDAY, 18th OCTOBER.

8.00 a.m. "HEUNGSHAN," 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 20th OCTOBER.

The Company's Steamship, "HEUNGSHAN,"

will depart from the Company's CANTON STEAMERS' WHARF at 9 A.M. and return from Macao at 8 P.M.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 467 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 P.M. Departures from Canton to Macao on Tues., Thurs., & Sat., at 4.30 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAIN-M," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip takes about 5 days. Passengers can return to Hongkong, or vice versa, by the Company's direct steamers "LINTAI" and "SANJU." These vessels have superior Cabin accommodation. Cabins are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily. (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR).

Opposite the Blake Pier.

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"E. of Japan" ... Nov. 16 "E. of Britain" ... Dec. 13
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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

Destination Steamer and Displacement Selling Dates.

MARSEILLE, LONDON & ANTWERP via SINGAPORE MIYASAKI MARU, Capt. K. Soeda, T. 16,000 WEDNESDAY, 23rd Oct. at Daylight.

PEKING, COLOMBO, SUMA & PORT SAID KITANO MARU, Capt. F. E. Cope, T. 18,000 WEDNESDAY, 6th Nov. at Daylight.

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, YOKOHAMA, & YAHAMA SADDO MARU, Capt. K. Asakawa, T. 12,500 TUESDAY, 22nd Oct. at Noon.

NIKKO MARU, Capt. K. Node, T. 18,500 TUESDAY, 5th Nov. at Noon.

SYDNEY & MELBOURNE, via BRISBANE YAWATA MARU, Capt. T. Sakae, T. 7,000 FRIDAY, 25th Oct. at Noon.

NIKKO MARU, Capt. M. Yagi, T. 9,000 FRIDAY, 22nd Nov. at Noon.

BOMBAY & SINGAPORE RANGOON MARU, Capt. M. Yoshikawa, T. 6,000 MONDAY, 28th October.

SHANGHAI, MOJI & KOBE IBOMBAY MARU, Capt. T. Noguchi, T. 5,000 WEDNESDAY, 23rd October.

SHANGHAI & KOREA TOSA MARU, Capt. Sato, T. 12,000 THURSDAY, 17th October.

KOBE & YOKOHAMA HIRANO MARU, Capt. H. Fraser, T. 16,000 THURSDAY, 24th Oct. at 11 A.M.

NIKKO MARU, Capt. M. Yagi, T. 9,000 WEDNESDAY, 28th Oct. at Noon.

YOKOHAMA YAWATA MARU, Capt. K. Node, T. 18,500 TUESDAY, 5th Nov. at Noon.

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED RATES OF PASSAGE.

Hongkong to Pacific Coast points 1st class £26
2nd class £17Hongkong to London via New York 1st class £55
2nd class £40" via Montreal 1st class £54
2nd class £37

Round-the-World, 1st class throughout, via New York £102

Montreal £100

N.B. While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

[5] T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL.

SHANGHAI LINAN 19th Oct., M'night.

HAIPHONG SUNKIANG 22nd 4 P.M.

MANILA, CEBU & ILOILO ... TEAN 22nd 4 P.M.

WEIHAIWEI & TIENTSIN ... HUICHOW 23rd 4 P.M.

SHANGHAI CHINHUA 24th 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAI" and S.S. "SANJU."

MAJILA LINE—Twin screw steamers "Tsan" and "Taming," cabin accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of 44. "Tafong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE—TWIN-SCREW STEAMERS (Ash, Oceano, Zem, Makao)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares:—Single £45. Return £75.

NEW SERVICE.

SHANGHAI TO ANTIUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to BUTTERFIELD & SWINE.

Telephone No. 571.

Hongkong, 15th October, 1912.

Shipping

HONGKONG
PHILIPPINES.PHILIPPINES
STEAMSHIP CO.

Steamship TOSSES & CO., GENERAL MANAGERS.

Hongkong 15th October, 1912. [14]

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong 15th October, 1912.

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Hongkong 15th October, 191

Shipping

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrtsgesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

HOMeward.	
For Hamburg, Kobe & Yokohama:	
BAYERN	24th Oct.
LIBERIA	7th Nov.
ALESIA	19th Nov.
SAMIA	6th Dec.
VANDALIA	17th Dec.
BRISGAVIA	3rd Jan.
SS. AROADIA	8th Nov.
For Further Particulars, apply to—	

Hamburg-Amerika Linie, Hongkong Office.

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BRITISH INDIA S. N. CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "LAWADA," 3,203 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on the 10th November, at Noon, to be followed on the 21st November, by S.S. "OKARA," Captain Evans, taking cargo and passengers at current rates.

WESTWARD.

The S.S. "OKARA," 5,291 tons, Capt. A. J. Evans, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 20th October, at Daylight, taking cargo at current rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Telephone No. 215, Hongkong, 16th October, 1912.

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THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION.)

Steamers.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
GUTHRIE	18th Oct.	
CHANGSHA	27th Oct.	1st Nov.
TAIYUAN	24th Nov.	28th.

These steamers are fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provision, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fare, cargo booked through for all Australian New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Agents.

Telephone No. 88.

LOG BOOK.

The Opening of Huangpu.

Huangpu in Kuangtung serves as a centre in the commercial world between the Pacific and Atlantic Oceans and also between the Kuang-chiu and Canton-Hankow Railways. Geographical conditions make it a most desirable sea-port as it has an excellent harbour well protected from gales and roughness of sea. Prior to the Revolution, steps had been taken to open Huangpu up, and little had been accomplished. Now, the Canton Government is taking up the work afresh, and Huangpu will soon become an important commercial port in the south.—"Peking Daily News."

New German Boat.

The keel of a powerful German commerce destroyer, or cruiser, is to be laid at Kiel within two months (says the "Manchester Courier.") The vessel is expected to travel 25 knots, and she will be able to carry sufficient oil fuel to render her independent of fuel-supply stations. Her radius of activity is expected to be 12,000 miles.

Dairen Export Returns.

The export returns for the port of Dairen, for the first half of the present working year ended last September give a total of 341,888 tons, exclusive of Fushun Coal, showing an increase of 17,812 tons over the corresponding period of the last working year. Of the above tonnage totalled 61,439 tons; other cereals, 16,058 tons; Bean Cake, 211,109 tons; seeds, 4,339 tons; oils 26,004 tons; and sundries, 22,244 tons. The export vessels totalled 730, showing also an increase of 85 vessels over the corresponding period of the last working year.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight	To be Apply To	Dispatched
London and Antwerp	Den of Glamis	J. M. & Co.	23 October	
London and Antwerp via Singapore, &c.	Nankin	P. & O. Co.	30 October, about	
London via Usual Ports of Call	Delta	P. & O. Co.	26 October	
Havre and Antwerp	Spazio	H. A. L.	28 October	
Havre and Hamburg	Arcadia	H. A. L.	3 November	
Havre, Bremen &c.	C. Ford. Lazio	H. A. L.	23 October	
Havre, Bremen and Hamburg, &c.	Scandia	H. A. L.	9 November	
Marseilles, &c.	Sachsen	H. A. L.	30 October	
do	Nora	M. M. Co.	22 October	
Marseilles and Hamburg	Senegambia	H. A. L.	4 November	
Marseilles, London, &c.	Miyasaki Maru	N. Y. K.	23 October	
Trieste, &c.	Koerber	S. W. & Co.	19 October	
Trieste, Fiume, Venice, &c.	Olina	S. W. & Co.	31 October	
Capo Porta via Mauritius	Dunorie	Bank Line	Begin. January	
Rotterdam and Antwerp	Glenfarg	S. T. & Co.	6 November	
Copenhagen and Baltic Ports	Japan	A. N. & Co.	28 October	

New York, San Francisco and Canada.

Boston and New York	Jeseric	A. K. & Co.	28 October	
Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about	
Baltimore and New York	Saint Patrick	D. & Co.	14 Nov., about	
Indraukula	J. M. & Co.	5 Nov., about		
San Francisco via Japan	Nippon Maru	T. K. K.	20 October	
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	23 October	
Victoria, B.C., and Tacoma	Seattle Maru	O. S. K.	31 October	
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	12 November	
Vancouver	Sudo Maru	N. Y. K.	22 October	
do	Empress of India	O. P. R. Co.	28 October	
Vancouver, &c.	Monteagle	O. P. R. Co.	14 December	
Mexico, Peruvian and Chili via Japan	Lord Curzon	Bank Line	20 November	
do	Hongkong Maru	T. K. K.	3 December	

Australia.

Australian Ports	Yawata Maru	N. Y. K.	25 October	
do	Eastern	G. L. & Co.	9 November	
Australian Ports via Manila	Guthrie	D. & S.	18 September	
do	Coblenz	M. & Co.	2 November	

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch	
Philippines	Zafiro	S. T. & Co.	25 October	
Straits and India	Kutasing	J. M. & Co.	23 October	
Straits and Rangoon	Okara	J. M. & Co.	21 October	
Straits and India	Ceylon Maru	N. Y. K.	10 October	
Kudat and Sandakan	Borneo	M. & Co.	Middle October	
Bombay via Singapore and Colombo	Hukata Maru	N. Y. K.	28 October	
do	Rangoon Maru	N. Y. K.	28 October	
Japan	Peking	A. N. & Co.	23 October	
do	Arratoon Apcar	D. S. & Co.	10 October	
do	Nikko Maru	N. Y. K.	23 October	
do	Tjikini	J. C. J. L.	Quick despatch	
Japan, &c.	Lawada	J. M. & Co.	10 November	
Yokohama and Kobe via Shanghai	Hirano Maru	N. Y. K.	24 October	
Tientsin	Tjiliwong	J. C. J. L.	Quick despatch	
Kwang-chow-wang and Haiphong	Bayern	H. A. L.	24 October	
Anping, &c.	Liberia	H. A. L.	7 November	
Foo-how and Swatow	Alesin	H. A. L.	10 November	
Fumui, Swatow and Amoy	E. F. Ferdinand	S. W. & Co.	31 October, about	
do	Chipshing	J. M. & Co.	20 October	
do	Huichow	B. & S.	21 October	
do	Si-Kiang	M. M. Co.	23 October	
do	Soshu Maru	O. S. K.	20 October	
do	Kaijo Maru	O. S. K.	23 October	
do	Dai-ji Maru	O. S. K.	20 October	
do	Haitan	D. L. & Co.	18 October	
do	Haiyang	D. L. & Co.	22 October	
do	Haiching	D. L. & Co.	25 October	
do	Loongsang	J. M. & Co.	19 October	
do	Yuensang	J. M. & Co.	26 October	
do	Rubi	S. T. & Co.	28 October	
do	Bombay Maru	N. Y. K.	23 October	
do	Jiaren Maru	N. Y. K.	28 October	
do	Fookang	J. M. & Co.	22 October	
do	Bombay Maru	T. K. K.	23 October	
do	Peking	A. N. & Co.	23 October	
do	Ceylon	M. M. Co.	21 October	
do	Paul Lecat	J. M. & Co.	27 October	
do	Bohemian	S. W. & Co.	4 November	
do	India	P. & O. Co.	24 October	
do	Linan	B. & S.	10 October	
do	Choyeang	J. M. & Co.	20 October	
do	Chinibus	B. & S.	24 October	
do	Tjilatjap	J. C. J. L.	Quick despatch	

To Sail

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

HOTEL LISTS

Hokkow: Horns, Barberini, A. T. L. H. H. S. F. Berlitz, O. H. Lewis, Mrs. E. de Boudelo, Mrs. F. Moon.

W. Lloyd, G. T. Beaumont, G. A. MacGregor, N. C. Bell, C. D. J. Macleod, J. T. Bea, G. A. Mackenzie, A. Blanch, Mr. and Mrs. N. F. Madden, J. Maxwell, Com. J. Brill, Dr. R. u.s.a. Borsell, H. Merritt, Dr. O. Batters, Miss M. Macawley, Mr. and Mrs. F. M. & Mrs. Boyd, Capt. and Mrs. F. Matheson, Mrs. R. Buschner, O. T. & child Byrne, E. T. McKeown, Dr. C. W. Clayton, A. A. McMeekin, Mrs. N. Mrs. N. McMeekin, Mrs. A. and child Cline, Mrs. W. B. McMeekin, D. M. Cline, Miss Alice E. Millar, E. T. Cokely, T. J. Millar, P. Cole, Mrs. F. L. Montague, Miss D. H. Moulder, Mr. and Mrs. F. Cooper, W. A. J. Mrs. J. D. F. Crocker, Miss Morris, J. Curry, G. P. Napier, J. Cyran, A. Naird, A. H. Davis, C. H. Noon, Miss M. de Nothome, Capt. and Mrs. F. D. Deller, C. Oloco, Mr. & Mrs. D'Ortelingen, V. Douglas, Mr. and Mrs. R. H. Drow, W. O. Edwards, J. E. Erensels, Mr. and Mrs. H. C. Elsenlohr, E. Flinckayn, Mrs. C. Fisher, G. G. Firth, Mrs. F. Fortmann, Mrs. J. A. Foethmann, Mrs. E. A. S. Fowler, E. A. S. French, Mrs. & child Frings, Mr. & Mrs. Fuller, Dennis Gantvoort, M. and Mrs. J. M. George, Mr. & Mrs. F. J. George, Miss Gordon, A. G. Goulnour, V. Gould, Mr. & Mrs. J. H. Gourgey, I. H. R. Gray, Mrs. F. A. Gratiama, D. M. G. Grimshaw, R. J. Hall, Capt. R. H. Hall, Wm. Hanibal, Mr. and Mrs. W. A. Harford, W. T. Harris, W. C. Hope, E. Hou, Dr. S. Innes, Capt. R. Kessler, M. S. Kessler, I. S. Komot, S. Lampman, H. A. Leesey, O. A. Kino Edward Hotel, Anderson, A. D. McHugh, Mr. and Mrs. F. E. Aron, F. Bellois, Dr. Bins, Mrs. and child Cross, Lian. Crozier, Mr. Donaldson, W. A. Elwing, R. F. Fearon, R. F. Finchett, Mrs. Grindle, Geo. Hunter, H. Kemp, Mr. & Mrs. A. N. Lassal, Capt. and family Lemaire, Mr. and child Leigh, Miss A. Mankoff, C. N. May, G. H. Miyatonic, K. Astor House, A. bold, J. B. Baker, Dr. & Mrs. Bault, Mrs. L. Brooke, B. E. Byrne, J. D. Chene, H. V. Chopard, F. A. Cosgrave, D. N. David, J. A. Dazile, W. Elphinston, S. Fule, F. F. Gerney, Mr. and Mrs. J. D. Gillies, J. S. Goguen, A. E. Johnson, Miss Lepique, P. A. Levi, H. H. Hotel, A. Radfoot, Mr. and Mrs. Dakson, Mrs. D. Dakson, Miss S. Dowey, Mrs. E. Elson, Mrs. Gregory, Mrs. Grind, Dr. Granberg, E. Hains, J. B. Healey, Mrs. F. E. Helli, A. Hobbs, A. Kleg, O.

MARKET PRICES.

Hongkong, October 10, 1912.
BUTCHER MEAT.

	Ots.	肉食
Beef Sirloin & Prime Cut, — Moi Lung Pa	lb. 20	尾脂扒
„ Corned, — Ham Ngau Yuk	20	醃牛肉
„ Roast, — Shiu	20	牛脯
„ Breast, — Ngau Lam	16	牛腩
„ Soup, — Tong Yuk	15	牛湯
„ Steak, — Ngau Yu Pa	20	牛排
„ do. — Sirloin Coto — Ngau Lou	30	牛柳
„ Sausages, — Ngau Chaung	24	牛腸
Bullock's Brains, — Know	per set 9	牛腦
„ Tongue fresh, — Ngau Li	each 45	牛舌
„ corned, — Ham Ngan Li	80	醃牛舌
Head, — Ngau Tan	80	頭
Heart, — Ngau Sum	12	牛心
Hump, Salt, — Ngau Kin	18	牛肩
Feet, — Ngau Kask	9	牛腳
Kidneys, — Ngau Yi	9	牛腰
Tail, — Ngau Moi	18	牛尾
Liver, — Ngau Kon	lb. 12	牛肝
Tripe (undressed), — Ngau To	6	牛肚
Calf Head & Feet, — Ngau-chai-tau-kark	set 31	牛仔頭
Mutton Chop, — Yeung Pei Kwat	lb. 22	羊排
„ Leg, — Young Pei	22	牛排
„ Shoulder, — Young Shau	20	猪手
Pig Chittlings, — Chu Chong	22	猪肺
„ Brains, — Chu Know	per set 24	猪腦
„ Feet, — Chu Kark	lb. 12	猪脚
„ Fry, — Chu Chak	25	猪油
„ Head, — Chu Tau	15	猪心
„ Heart, — Chu Sum	each 13	猪肝
„ Kidneys, — Chu Yiu	9	猪肺
„ Liver, — Chu Con	lb. 30	猪肝
Pork Chop, — Chu Pai Kwat	20	猪排
Corned, — Ham Chu Yuk	—	猪排
„ Log, — Chu Pei	24	猪排
Fat or Lard, — Chu Yau	15	猪油
Sheep Head and Feet, — Tau Kark	set 50	羊頭
Heart, — Young Sum	each 6	羊心
„ Kidneys, — Yeung Yiu	9	羊腰
„ Liver, — Young Con	lb. 24	羊肝
Sucking Pigs, To Order, — Chu Chai	22	猪仔
Suet, Beef — Sang Ngau Yau	20	生牛油
Mutton, — Sang Yeung Yau	22	生牛油
Veal, — Ngau Chai Yuk	20	仔牛仔
„ Sausages, — Ngau Chai Chauung	20	牛仔腸
POULTRY.	Ots.	生口
Chicken, — Kai Chai	lb. 30	鸡仔
Capon, Large, Small, — Sin Kai	28	醃鸡
Ducks, — Ap	24	鸭
Doves, — Pan Kai	each 15	鸽
Eggs, Hen — Kai Tan	per doz 24	蛋
Fowls, Canton, — Kai	lb. 32	鸡
„ Hainan, — Hoi Nam Kai	28	鸡
Geese, — Ngoi	27	鹅
Geese, Wild Shai, — Shang-ho Yea Ngoi	pair —	黄鹅
„ Deer, — Wong Keng	each —	鹿
Hare, — Shanghai, — Tu Chai	—	兔
Partridge, — Che Khoo	65	山鸡
Pheasant, — Shan Kai	pair \$ 1.60	雉
Pigeons, Canton, — Pak Kup	each 32	白
„ Hoihow, — Hoi How Pak Kup	24	白
Quail, — Um Chun	20	白
Rice Birds, — Wo Fa Cheul	dozen 55	不花鮨
Snipe, — So Choy	each 22	沙鮨
Turkeys, Cook, — Phor Kai Kung	lb. 70	火
„ Hon, — Na	50	火
Wild Ducks, — Shai — Shang-ho Sui Ap	—	水鴨
Teal, — Sui Ap Chai	70	水鴨
Wild Ducks Canton, — Sang-Shing Sui Ap	—	水鴨
FISH.	Ots.	
Barbel, — Ki Yu	lb. 9	星魚
Bream, — Bin Yu	17	海魚
Canton Fresh Water Fish, — Hoi Sin Yu	17	海魚
Carp, — Li Yu	22	鯉魚
Catfish, — Chik Yu	20	鯽魚
Codfish, — Mun Yu	18	鰐魚
Crabs, — Hai	20	蟹
Dab, — Sa Mang Yu	17	鰐魚
Dace, — Wong Mei Lan	12	鰐魚
Dog Fish, — Ti Tu Sa	9	鰐魚
Eel, Congor, — Hoi Mann	17	鰐魚
Fresh water, — Lam Sin Yu	17	鰐魚
Eels, Yellow, — Wong Sin Yu	28	鰐魚
Frogs, — Tien Kai	39	鰐魚
Grouper, — Sek Pan	48	鰐魚
Gudgeon, — Pak Kup Yu	12	鰐魚
Herring, — Tso Pak	22	鰐魚
Halibut, — Cheung Kwan Kup	32	鰐魚
Lobsters, — Wong Fa Yu	28	鰐魚
„ Lohach, — Wu Fa Yu	43	鰐魚
Monk Fish, — Mong Yu	32	鰐魚
„ Monk Fish, — Mong Yu	32	鰐魚
„ Vulture, — Chai Yu	28	鰐魚
Oysters, — Sang Hoo	20	牡蠣
Parrotfish, — Kai Kung Yu	20	鰐魚
Pearl, — Tea Loo	16	鰐魚
Pike, — Ha Paw Pong	8	鰐魚
Plaice, — Pan Yu	18	鰐魚
Pomfret, Black, — Ha Chong	26	鰐魚
Pomfret, White, — Pak Chong	40	鰐魚
Pawna, — Ming Ha	48	鰐魚
Pearl Fish, — Pak Keung	9	鰐魚
„ Pearl Fish, — Pak Keung	16	鰐魚
Pope, — Chien Yu	10	鰐魚

Salmon, — Ma Van Y	lb. 48	鮭
Shark, — Sa Yu	9	鯊
Skate, — Po Yu	32	鰐魚
Shrimps, — Ha	36	蝦
Snapper, — Lap Yu	28	鰐魚
Soles, — Tat Sa Yu	18	鰐魚
Tench, — Wan Yu	26	鰐魚
Turbot, — Cho How Yu	56	鰐魚
Turtles, small, fresh water, — Kork Yu	—	鰐魚
White Bait, — Ngau Yu Chai	—	鰐魚

FRUITS

Almonds, — Hung Yau	lb. 25	杏仁
Apples (California), — Kem San Ping Kho	20	金生平
„ (Cheloo), — Tin Chuan Ping Kho	—	平
„ Small, — Ho Tong	—	海
„ Custard, — Fan Lai Chi	each	茶
Bananas, fragrant, Canton, — San Shing Hsiung Chiu	lb. 3	天
„ (brides), Macao, — San Heung Chiu	4	宋
Chestnuts, Chinese, — Foong Lut	12	仁
Carambola, — Yeung Tue	10	星
Cocoanuts, — Yeh Tee	each	芒
Lemons, China, — Ning Moong	6	芒
„ America, — Kum San Ning Moon	8	宋
Lichees Dried, — Lai Chi, small Stone	lb. 30	芒宋
„ Fresh	12	芒
Limes, (Saigon), — Sui Kung Ning Moong	each	芒
Mango, Manila, — Lui Sung Mong	—	芒
Mangosteens, — San Chuk Tso	doz	芒
Oranges, (Canton), — San-shing Tim Ching	lb. 6	芒
„ Sweet	8	芒
Pears, (American), — Kam San Shoot Ley	15	芒
„ (Canton), Cooking, — Sa Lay	—	芒
Peanuts, — Fa Sang	12	芒
Persimmons Large, — Hung Chie	8	芒
Pine-apples, 1st quality, — Poon Ti Paw Law	each	芒
„ 2nd	8	芒
Plantain, — Tai Chau	lb. 3	芒
Plums, — Swatow, Hung Lai	10	芒
Pumelo, Siam, — Chin Lo Yau	each	芒
Shanghai, — Lo Kwat	—	芒
Walnuts, — Hop Tso	lb. 15	芒
Water Melon, — (Am.) Kom San Kai Kwa	each	芒
„ (China) Sai Kwa	15	芒
Grapes, — Sang Po Tai Tso	lb. 30	芒

VEGETABLES, &c.

Artichokes, Shanghai, — Sheung-hoi Ah Chi Cheuk	lb. —	菜蔬
Beans, (French), Macao, — Oh Mook Pin Tau	—	豆
„ (French) Shanghai, — Sheung Hai Pin	—	豆
„ Tau	—	豆
„ Sprout, — Ah Cho	6	豆
„ Long, — Tau Ko	5	豆
Beet Root, — Hung Chao Tau	each 5	菜
Brinjals, Green, — Ching Yuan	6	菜
„ Red, — Hung Ker	5	菜
Cabbage, Chinese, com, — Kai Choy	10	菜
Cabbage Red, — Hung Yeh Choy	—	菜
Cabbage, Shanghai, — Yeh Choi	10	菜
Cane Shoots, bunch, — Kai Shun	lb. —	菜
Cauliflower, Large size, — Tai Yeh Cho Fa	each	菜
„ Medium size, — Cheung Yeh Cho Fa	—	菜
„ Small size, — Sai Yen Choi Fa	—	菜
Carrots, — Kam Shan	lb. 8	菜
Colony, Chinese, — Tong Kan Choi	8	菜
English, — Young Kan Choi	—	菜
Chillies Dried, — Gon Lat Chiu	25	菜
„ Red, — Hung Far Chiu	18	菜
„ Green, — Ching Lat Chiu	10	菜
Curry Stuff, English, — Kar Lee Chu Liu	10	菜
Cucumbers, — Ching Kwa	2	

COMMERCIAL.

Penang Produce.	
October 3.	
Gold Leaf	... \$64.60
Black Pepper	... no stock
White Pepper	... 344 buyers
Trang Pepper	... 23.75 nominal
Cloves	... 35 nominal
Macu	... 120 sellers
Macu Pickings	... 106 buyers
Nutmegs 112s.	... 29.50 buyers
(No. 1	... 8.20 sales
Sugar	... 2 8.10 "
Basket	... 5.15 buyers
Copra (mixed)	... 10.60
Tahbun	190 sellers
Soonda	245 "
Susu	20 "
Rumhong	120 "
India Rubber	... 225 "
Rattans	... 11.20 "
Coarse	... 10.00 "
Green Snail Shells	13. sellers
Fishnaws No. 0	split 203 per pic.
" 1	190 "
" 0whole 205 "	"
" 1	170 "
Chin Sang	No. 1 now 350 per cwt.
Rice	... 330 "
Rice Siam	No. 1 330 "
Rice Rangoon	No. 2 1.80 "
Pulco No. 1	2.55 "
Bintong	... 1.95 "
Broken	... 1.25 old crop
Paddy	... 1.35 per cwt.
Bran, No. 1	... 3.35 per bag
2	3.20 "
" 2	3.20 "
Devco's Oil	... \$1.64 per tin
Sylvan Arrow Oil	... 1.44 per tin
Oil	... 1.52 per tin
Lamp Glass	2 tins in case at 3.15
(superfine)	12 tins at 3.00
Langkut's	2 tins in case at 3.05
Dragon	2 tins at 2.95
Brand	... 2.55
Bulk Oil per drum of 4 gallons	at 2.75
Cross Oil (2 tins)	at 2.00
Turpene per tin 4 gallons at	September Rubber Returns.
Lumut	18,494 lbs.
United Sordang	59,380 lbs.
Sielang	14,782 lbs.
Tandjung	13,134 lbs.
Glenashiel	16,216 lbs. total
for 9 months, 115,004 lbs. total	
for same period last year, 55,191 lbs.	
Inch Kenneth	—21,000 lbs. total for four months, 88,030 lbs. total for same period last year, 58,594 lbs.
Seremban	—1011, 30,317 lbs. 1912, 41,607 lbs. total for nine months to date, 1011, 262,204 lbs. 1912, 305,800 lbs.
Bukit Hitam	—2,216 lbs. total for six months to date, 10,700 lbs.
Shanghai Share Market.	
Since the issue of our last report the local share market remains dull and inactive. We regret we cannot record the better feeling which existed last week. Langkut's have declined to 1.15. 57 cash.	
Sterling Quotation.—The T. T. Rate on London to-day is 2/10-5/8.	
Business Recorded.—	
October 4th.—Kung Yik Tls. 13 cash. Sonnawang Tls. 21 cash. Anglo-Dutch 1.30 cash. Kuntungs Tls. 7.90 cash. Bates Tls. 3.10 cash. Sungai Duris Tls. 6.1-4 cash. Amherstas Tls. 3 1-4 cash (ex. div) Consolidateds Tls. 3.65 cash. Chemora Tls. 1.12-1.2 cash. Karana Tls. 0.1-2 cash. North Chinas Tls. 1.40 cash. Tramways Tls. 57.1-2 cash. Telephones Tls. 60 cash.	
October 5th.—Kung Yik Tls. 13 cash. Langkut's Tls. 55 cash. Pengkalans Tls. 16.1-4 cash. Consolidateds Tls. 3.70 cash. Padanga Tls. 0.3-4 cash. Yangtze Insurance Tls. 187.1-2 cash. Philippines Tls. 3.1-4 cash. Hall and Holt \$19 cash.	
October 6th.—Central Stores 8/0/0 deba. Tls. 60 cash. Langkut's Tls. 57 and 57 cash. Soo Choo Tls. 35 cash. Samagagas Tls. 0.52 and Tls. 0.55 cash. Ayer Tawangs Tls. 13 cash. Consolidateds Tls. 31 cash. North Chinas Tls. 140 cash. Philippines Tls. 3.1-4 cash. Hall and Holt \$19 cash.	
October 7th.—H. and S. Banks \$800 cash. Ewos Tls. 103 cash. Padangs Tls. 94 cash. Tanah Merahs Tls. 37 cash. Shanghai Malays Tls. 6 cash. Kamunting Tls. 8 cash. Amhersts Tls. 31 cash. Consolidateds Tls. 31 and 3.80 cash. Anglo-Dutch Tls. 1.40 cash. Butes Tls. 3. 15 cash. Shanghai Klobangs Tls. 24 cash. Weeks \$22 cash.	
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September Tin Output.	
The output of clean tin ore from the Kinta Association, Ltd., for September, was:—mine 240 piculs, tribute 514 piculs, total 754 piculs. The output of ore from Kamabai, Ltd., for September, was:—mine 15 piculs, tribute 230 piculs, total 275 piculs. The output of the Helman Tin Co. Ltd., during September, was 756 piculs.	

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SALT PRODUCTION IN CHINA.

A Main Source of Revenue.

In the recently broken-off loan negotiations of the great Powers in China, a large part was played by the question of mortgaging the revenue from the salt monopoly.

In China, as is well known, salt has been a Government monopoly for three thousand years, and the salt-tax forms, with the ground-tax, the lekin, and the maritime customs, the chief income of the state. Import of salt into China is forbidden by treaty with the Powers, and all the salt consumed by the population is derived from sea-water, salt-marshes or salt-springs. If one goes by rail any time during April to August from Peking as the favourite North-China bathing resort Peitaiho, the Chinese method of obtaining salt from the sea may be observed from the not very rapid trains along a considerable stretch of the coast of Chihli. The salt is obtained there, as recently in the Bay of Kiao-chou, almost exclusively in the months April to August as the evaporating process goes on so much more rapidly in the hot season. At high tide, after the beach has been carefully cleaned of all refuse, the sea-water is raised from the sea in curiously-shaped vessels and poured very regularly over the carefully prepared surface. In the evening this salt soil is shovelled up and brought next day to the furnaces which prepare the brine after a primitive fashion, and daily produce about a ton. The brine is brought to the boilers and there boiled for a day. According to Chinese data, 800 pounds of the best brine yield on the average 150 pounds of pure salt.

The Centre of the Trade.

The chief centre of salt production in the interior of China lies in the salt marshes of Shensi Province, about forty miles from Pinyang-fu. They produce yearly about 140,000 tons of salt, whilst, for comparison, it may be mentioned that the famous Austrian salt mines of Wieliczka, near Cracow, produce hardly 50,000 tons a year. In the great province of Szechuan salt is obtained from salt springs, especially in the three districts of Tzelinching, Kien-fu-fu and Pao-ning-fu. The salt, obtained by a simple process from these springs, is sold for about 1d. to 7d. per lb.

For the purpose of the salt administration, all China is divided into seven great districts, two of which lie in the north and five in the south; with the regulation that salt produced in any one of these districts shall not be sent to and sold in any other. All the salt produced in China must be sold according to the regulations to the Government commissioners or to special merchants licensed to purchase who for this privilege often pay more than 16,000 dollars.

The following is the result of crushing operations at Raub for the four weeks ending 5th October:—

Bukit Koman. Stone crushed 4,427 tons; Gold obtained 892 ounces; Average per ton 4.03 dwt.

Bukit Malacca. Stone crushed 1,906 tons; Gold obtained 130 ounces; Average per ton 1.32 dwt.

London Rubber Market.

The East Asiatic Company's Daily Report for October 8 says:—The market in London yesterday was quiet, with declining tendency. The closing prices were:—

Hard fine Para spot... 4/6

Hard fine Para forward 4/51

First latex. crepe,

delivery next three months... 4/4

Japanese Yarn Market.

The Osaka "Mainichi" notes that the new contracts for yarns for export have been smaller in the past two of three months as heavy forward contracts were signed previously. Now that the yarns to be delivered during the course of the year have all been sold by exporters, negotiations are beginning for forward contracts to be delivered next year.

In the past few days about 10,000 bales were contracted for, to be delivered from January to June next. The prices were yen 140.60

for the 20's of the Fukushima mill for delivery, February, and March next; yen 142 for the "Blue fish" brand of the Kanegafuchi, and yen 140.50 for the "Standing Horse" brand of the Amagasaki, for delivery in April, May, and June. The rates quoted being an increase of yen 3.36

over the preceding year and a increase of 3.55 100 koku over

Banks.

INTERNATIONAL BANKING CORPORATION.

BRANCHES.

CITIES OF PROTECTION.

CHOOSING POLICE OFFICERS.

New York Journal's Pertinent Remarks.

A correspondent of the New York "Evening Post" reviews an interesting suggestion made from time to time during the last twenty years of struggle against police corruption. It is, says the "Post," that we appoint most of our police officials, lieutenants, captains, and inspectors, from outside of the force itself. The argument is that, with a set of officers promoted wholly from the ranks, it is impossible to expect that in character they will rise much above the rank and file. If a majority of the men are corrupt, then the officers must be, for a stream cannot rise higher than its source. If there is an evil "system" curveting the patrolmen, those who attain higher rank are bound to be affected by it. Indeed, they usually are part and parcel of it, and often go up because superior wits enable them to take advantage of the opportunities the "system" offers to those both adroit and unscrupulous. If our former Police Commissioners would talk freely, we are inclined to think they would agree that at times they found themselves hard put to it to find captains for strategic places of whose integrity they had no suspicion.

Now, my suggestion that officers be appointed from the outside will, we are quite aware, be met with the argument that the proposed procedure would be undemocratic, and that to lessen the chance of promotion would be to weaken the police by depriving it of the excellent material it now attracts.

The Ranker.

To this we reply that it is not considered undemocratic to choose officers of the army from West Point and officers of the navy from Annapolis. Revenue-cutting officers are chosen from cadets in the Revenue Marine School, and officers of the Marine Corps are usually appointed from civil life or from graduates of Annapolis. But it is noteworthy that in these services men from the ranks do rise to commissions. Recently fourteen corporals and sergeants were made second lieutenants in the army, and two weeks ago two machinists were made ensigns in the navy. There are also a number of Marine Corps officers who served as enlisted men. The principle of having some men rise from the ranks is indubitably correct. It prevents there being too great a gulf between officers and men; it insures there being officers who know what it is to be in the ranks and how the lot of the high private may be bolstered.

None the less, in all military organizations and most semi-military ones it is a well-recognized principle that obedience and efficiency are best obtained if there is a difference in quality and origin between soldiers and their officers. It is, therefore, not impossible to conceive of a municipal school for police officers which would attract a higher grade of men than are now drawn in to the city's service, by doing away with the necessity of subjection to the "system" before advancement is possible. Practical training would, of course, be necessary, and it would be desirable to obtain men who had military experience or who showed in some way their possession of the necessary physical qualities. But such a school would give an opportunity for training men in the detection of crime which the police at present do not have. Its first duty would be to instill into candidates a sense of honor and of fidelity to the city's interests not to-day often to be observed among the police, however admirable their other qualities. And it might also serve a most useful function in training officers in the knowledge of law and the rules of evidence necessary in criminal cases.

"Course of Perfection."

That this is a course of perfection we shall promptly be told. But for the life of us we have never been able to see why the police function should be so looked down upon in this country, when the administration of justice is so highly respected. We understand, of course, the historic reasons that have led up to this.

We are well aware of the brutalities and evil practices which both in this country and in Europe, have brought the profession into disrepute. We know, too, that there are well-informed people who believe that the detective's task is character-destroying, because, it means living one lie after another; that intimate contact with vice and crime can have no other result than moral deterioration. Yet our cities are full of noble-minded men and women who are spending themselves freely in the service of humanity by giving their lives to certain classes of unfortunates. Take those who work among the paroled or discharged convicts. We do not hear of their becoming criminals themselves. The point is that they are chosen for their work because of character. To our mind the time is not far off when the police problem throughout the United States will receive the attention of the kind of men and women who are now engaged in the work of social reform, and when it does we are confident that science and humanitarianism together will create a career in the police which will attract men and women of character, education, and social position.

European Example.

We are the more emboldened to this view because of the fact that there are many police positions in England and in Continental Europe which do carry distinction with them and no stigma. In Germany the police career is often a stepping stone to a high administrative position.

Thus a man may distinguish himself in the police in a small city and be advanced to chief of police in a greater city, or be called to a position in the government of Berlin. He may also be transferred to the Federal secret police, or he may rise to a high position in other administrative branches of the Government. That is because, for one reason, the German cities offer permanent administrative careers to men of ability. Nor is it found in London and elsewhere that it is impossible to get good and honest men for police service, and keep them free from corruption, if the avenues of promotion to high places are barred to them.

The *ss*. *Paul Lecat* of the French Mail from Europe is expected to arrive here on Sunday the 20th inst. at daylight.

POST OFFICE.

XMAS AND NEW YEAR PARCELS.

The Public are informed that the Christmas and New Year Parcels Mail to the United Kingdom and Countries beyond, will be closed in this Office on Friday, the 9th of November at 5 a.m. The Parcels Mail by the long-sea route via Gibraltar is due to reach London on the 14th of December. Parcels may be forwarded by the same Mail via Brindisi with an extra fee of 60 cents. Parcels so-supervised are due to reach London on the 8th of December. The following Mail of the 2nd November is not due in London via Gibraltar, until the 28th of December; via Brindisi on the 20th of December.

Parcels containing Gold or Silver must be insured for at least part of their value. All Insured Parcels must be sealed. All the seals must be of the same coloured wax and must bear the impression of a private device. This device must be the same on each seal.

Straight, Curved, Crooked or Dotted Lines, are not admissible. Buttons, Coins or Thimbles are not to be used for sealing.

The Clerks of the Post Office are forbidden to affix stamp on Letters or Parcels or to seal any article for the Public. Parcels that in the opinion of the Officer handling them do not comply with the regulations, will not be accepted.

It is requested that Parcels be posted early.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

MAILS ARRIVED TO-DAY.

Coast Posts, etc., s.s. *Hilma*, *Huihong*, etc., s.s. *Mathilde*, *Shanghai*, s.s. *Linan*, *Vancouver*, etc., s.s. *Emp. of India*.

MAILS VIA SIBERIA.

Left London Due Shanghai

Sept. 29 Oct. 14

Oct. 2 Oct. 19

MAILS DUE.

American, *Nippon Maru*, 18th inst., French, *Paul Lecat*, 20th inst., American, *Ten o Maru*, 28th inst.

The *ss*. *Nippon Maru*, with the American Mail is expected to arrive here on Friday the 18th inst.

The *ss*. *Paul Lecat* of the French Mail from Europe is expected to arrive here on Sunday the 20th inst. at daylight.

MAILS CLOSE.

Fukien and *Haiphong*—Per *Hongkong*, 18th Oct., 9 a.m.

Swatow, *Amoy* and *Foochow*—Per *Utan*, 18th Oct., 10 a.m.

Japan, *wh. Kobo*—Per *Apear*, 10th Oct., 11 a.m.

Taming, *for Manila*.

Shanghai and *North China*—Per *Linan*, 15th Oct., 3 p.m.

Shanghai and *North China*—Per *Choyang*, 15th Oct., 5 p.m.

Straits and *Burma*—Per *Okara*, 19th Oct., 5 p.m.

Swatow and *Amoy*—Per *Pakhoi*, 19th Oct., 5 p.m.

Swatow—Per *Haiman*, 20th Oct., 9 a.m.

Shanghai, *North China* and *Japan*—Per *Paul Lecat*, 20th Oct., 9 a.m.

Macao—Per *Sai Tal*, 18th Oct., 11.15 p.m.

Philippines, *wh. Australia*, *Tasmania* and *New Zealand* via *Thurday Island*—Per *Guthrie*, 19th Oct., 11 a.m.

Philippines—Per *Loongiang*, 19th Oct., 1 p.m.

Strait and *Ceylon*—Per *Korber*, 19th Oct., 4 p.m.

Tientsin—Per *Chipping*, 19th Oct., 5 p.m.

Shanghai and *North China*—Per *Linan*, 15th Oct., 3 p.m.

Shanghai and *North China*—Per *Choyang*, 15th Oct., 5 p.m.

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Swatow—Per *Haiman*, 20th Oct., 9 a.m.

Shanghai, *North China* and *Japan*—Per *Paul Lecat*, 20th Oct., 9 a.m.

Macao—Per *Sai Tal*, 21st Oct., 1.15 p.m.

Haiphong and *Pakhoi*—Per *Snogkhang*, 22nd Oct., 9 a.m.

Shanghai and *North China* and *Japan* via *Ko's*—Per *Fookang*, 22nd Oct., 10 a.m.

Swatow, *Amoy*, and *Formosa* via *Tai-sui*—Per *Dai-ji-maru*, 20th Oct., 9 a.m.

Yuen—Per *Sai Tal*, 21st Oct., 1.15 p.m.

Haiphong and *Pakhoi*—Per *Snogkhang*, 22nd Oct., 9 a.m.

Shanghai, *North China* and *Japan* via *Meji*, *Victoria* and *South*—Per *S-do-maru*, 22nd Oct., 10 a.m.

Macao—Per *Sai Tal*, 22nd Oct., 1.15 p.m.

Swatow—Per *Haiman*, 23rd Oct., 10 a.m.

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